

## **RTP APPENDIX G**

### **Glossary**

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<b>APCD</b>	<i>Air Pollution Control District</i> , a county agency that adopts regulations to meet state and federal air quality standards.
<b>AQMD</b>	<i>Air Quality Management District</i> , a regional agency formed by two or more counties, which adopts regulations to meet state and federal air quality standards.
<b>CAATS</b>	<i>California Alliance for Advanced Transportation Systems</i> , an organization formed to provide a forum for public / private partnerships that would deploy advanced transportation technologies.
<b>CARB</b>	<i>California Air Resources Board</i> , the State agency responsible for implementation of the federal and State Clean Air Acts. Provides technical assistance to air districts preparing attainment plans; reviews local attainment plans and combines portions of them with State measures for submittal of the State Implementation Plan (SIP) to U.S. EPA.
<b>CASP</b>	<i>California Aviation System Plan</i> , prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional system planning on a statewide basis.
<b>CEQA</b>	<i>California Environmental Quality Act</i> , State law which requires the environmental effects associated with proposed plans, programs, and projects be fully disclosed.
<b>CMA</b>	<i>Congestion Management Agency</i> , the county agency responsible for developing, coordinating and monitoring the Congestion Management Program.
<b>CMP</b>	<i>Congestion Management Programs</i> , required by State law for counties containing an urbanized area. CMPs are prepared by designated Congestion Management Agencies. CMPs affect and are affected by other local plans and the Regional Transportation Plan (RTP). CMPs must be consistent with RTPs and are a source for all projects listed in the RTIP.
<b>CTC</b>	<i>California Transportation Commission</i> , a decision-making entity established by AB 402 (Alquist/Ingalls) of 1977 to advise and assist the Secretary of Transportation and the legislature in formulating and evaluating state policies and plans for transportation programs.
<b>CTIS</b>	<i>California Transportation Investment Strategy</i> relates to a unit and process within Caltrans that gathers and compiles all transportation data. Data may be accessed electronically and used by all RTPAs and others.
<b>CTP</b>	<i>California Transportation Plan</i> , developed by Caltrans submitted to the Governor. It includes a policy element describing state transportation policies and system performance objectives, a strategies element incorporating broad system concepts and strategies synthesized from RTP, and a recommendations element that includes economic forecasts and recommendations to the Legislature and Governor.

<b>DSMP</b>	<i>District System Management Plan</i> , a district's long-range plan for management of transportation system in its jurisdiction.
<b>FHWA</b>	<i>Federal Highway Administration</i> , a component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. FHWA and FTA, in consultation with US EPA, make Federal Clean Air Act Conformity findings for Regional Transportation Plans, Transportation Improvement Programs, and Federally-funded projects.
<b>FTA</b>	<i>Federal Transit Administration</i> , a component of the U.S. Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended, and the Intermodal Surface Transportation Enhancement Act (ISTEA) of 1991.
<b>FSTIP</b>	<i>Federal State Transportation Improvement Program</i> , a three year list of transportation projects proposed for funding developed by the State in cooperation with MPOs and in consultation with local non-urbanized governments. The FSTIP includes all FTIP projects as well as other federally funded rural projects.
<b>FTIP</b>	<i>Federal Transportation Improvement Program</i> , a three year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding. In air quality nonattainment areas the plan must conform to a State Implementation Plan.
<b>IIP</b>	<i>Interregional Improvement Program</i> , under the STIP reforms of SB 45, the STIP now consist of two broad programs, the IIP and RIP. The IIP is funded with 25% of the State Highway Account revenues programmed through the State Transportation Improvement Program.
<b>ISTEA</b>	<i>Intermodal Surface Transportation Efficiency Act of 1991</i> , superceded by TEA 21, mandated planning requirements and created funding programs for transportation projects.
<b>ITIP</b>	<i>Interregional Transportation Improvement Program</i> , funds capital improvements, on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California Transportation Commission for inclusion in the STIP. The ITIP has a 4-year planning horizon and is updated every two years by the CTC.
<b>ITS</b>	<i>Intelligent Transportation Systems</i> , is the application of advanced sensor, computer, electronics, and communication technologies and management strategies to increase the safety and efficiency of the surface transportation system.
<b>ITSP</b>	<i>Interregional Transportation Strategic Plan</i> describes the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP).

<b>MIS</b>	<i>Major Investment Study</i> , was a federally mandated study required for major transportation improvements under ISTEA. It was a planning analysis done on a corridor or sub-regional area which integrated social, economic and environmental considerations early in the planning process and links them into the project development stage. Under TEA 21 an MIS is not required as a separate activity but its components are required within the planning process. FHWA is currently developing MIS guidance for use by the MPOs.
<b>MPO</b>	<i>Metropolitan Planning Organization</i> , a planning organization created by federal legislation charged with conducting regional transportation planning to meet federal mandates.
<b>NEPA</b>	<i>National Environmental Protection Act</i> , federal legislation which created an environmental review process similar to CEQA, but pertaining only to projects having federal involvement through financing, permitting, or Federal land ownership.
<b>RIP</b>	<i>Regional Improvement Program</i> , Under the STIP reforms of SB 45, the STIP now consists of two broad programs, the RIP and IIP. The RIP is funded from 75% of the new STIP funds, divided by formula among fixed county shares. Each county selects the projects to be funded from its county share in its RTIP.
<b>RTIP</b>	<i>Regional Transportation Improvement Program</i> , a list of proposed transportation projects submitted to the California Transportation Commission by regional transportation planning agencies (Metropolitan Planning Organizations and Regional Transportation Planning Agencies) for state funding. The RTIP has a 4-year planning horizon (previously 7-year) and is updated every two years by the CTC.
<b>RTP</b>	<i>Regional Transportation Plan</i> , state mandated document prepared biennially by all regional transportation planning agencies. The Plan describes existing and projected transportation needs, conditions and financing affecting all modes within a 20-year horizon.
<b>RTPA</b>	<i>Regional Transportation Planning Agency</i> , a state designated agency (multi-county or county-level agency) responsible for regional transportation planning to meet state planning mandates. RTPAs can be Local Transportation Commissions, Councils of Government, MPOs or statutorily created agencies.
<b>SB 45</b>	<i>State Bill 45 (Chapter 622, Statutes of 1997, Kopp)</i> , mandated major transportation reform legislation impacting many areas of transportation planning, funding and development.
<b>SHA</b>	<i>State Highway Account</i> , the SHA is the state's primary source for funding transportation improvements. Revenues from state fuel tax (gasoline and diesel fuel excise tax), truck weight fees and the federal highway funds are deposited into SHA. SHA provides funding for 1) non-capital outlays (maintenance, operations, capital outlay support, etc.), 2) State Transportation Improvement Program (STIP), 3) State Highway Operation and Protection Program (SHOPP), 4) local assistance, etc.

<b>SHOPP</b>	<i>State Highway Operations and Protection Program</i> , a program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. SHOPP is a four-year program of projects, approved by the CTC separately from the STIP cycle.
<b>SIP</b>	<i>State Implementation Plan</i> , required by the Federal Clean Air Act Amendments of 1990. The SIP is an air quality plan developed by the California Air Resources Board in cooperation with local air districts for attaining and maintaining Federal Clean Air Standards.
<b>SRTP</b>	<i>Short Range Transit Plans</i> , developed by transit agencies, they describe local transit conditions and needs. SRTPs can be input to an RTP. RTP goals and policies shape transit systems.
<b>STA</b>	<i>State Transit Assistance</i> , formerly Transportation and Development funds, are funds derived from the Public Transportation Account.
<b>STIP</b>	<i>State Transportation Improvement Program</i> , a list of transportation projects proposed in RTIPs and ITIPs, which are approved for funding by the CTC.
<b>TCM</b>	<i>Transportation Control Measures</i> , encompasses elements of both “Transportation System Management” (TSM) and “Transportation Demand Management” (TDM).
<b>TDM</b>	<i>Transportation Demand Management</i> , refers to policies, programs, and actions that are directed towards decreasing the use of single occupant vehicles. TDM also can include activities to encourage shifting or spreading peak travel periods.
<b>TSM</b>	<i>Transportation System Management</i> , refers to the use of low capital intensive transportation improvements to increase the efficiency of transportation facilities and services. These can include carpool and vanpool programs, parking management, traffic flow improvements, high occupancy vehicle lanes, and park-and-ride lots.
<b>TEA 21</b>	<i>Transportation Equity Act for the 21<sup>st</sup> Century</i> , signed into law and amended in 1998, made a number of changes in the metropolitan transportation planning process. These changes reflect the evolution and maturing of the nation’s transportation planning process since the passage of ISTEA.
<b>U.S. EPA</b>	<i>U.S. Environmental Protection Agency</i> , reviews and approves the State Implementation Plan, including emissions budgets used in RTP conformity assessments.